No. 661,878. Patented Nov. 13, 1900.

H. J. KIELY.

FLAT CAR.

(Application filed Aug. 27, 1900.)

(No Model.) 2 Sheets—Sheet 1.

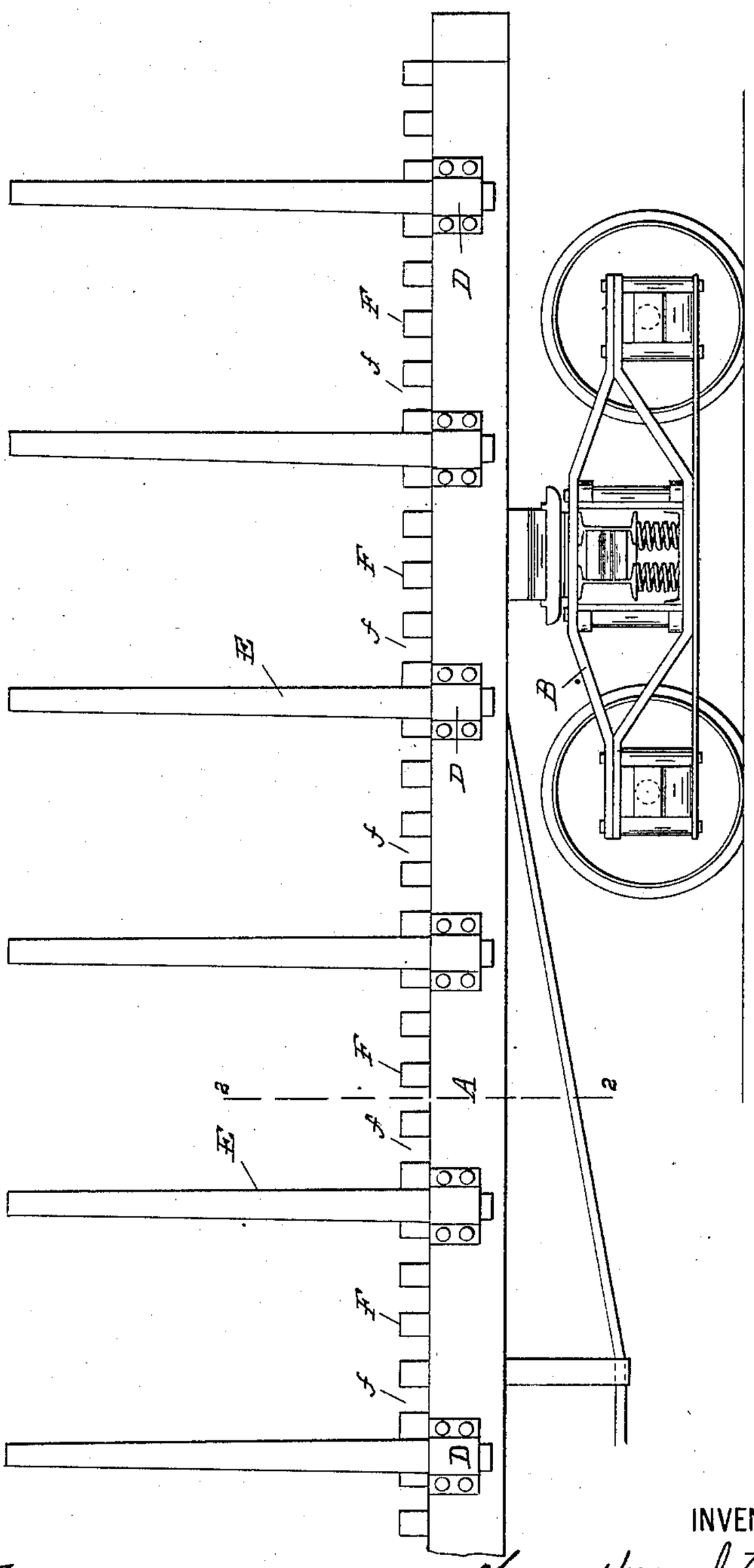


Fig. 1.

WITNESSES:
Walter Abbe
S. C. Connor

INVENTOR
Humphrey J. Kiely
BY
Howson and Howson
ATTORNEYS

No. 661,878. Patented Nov. 13, 1900.

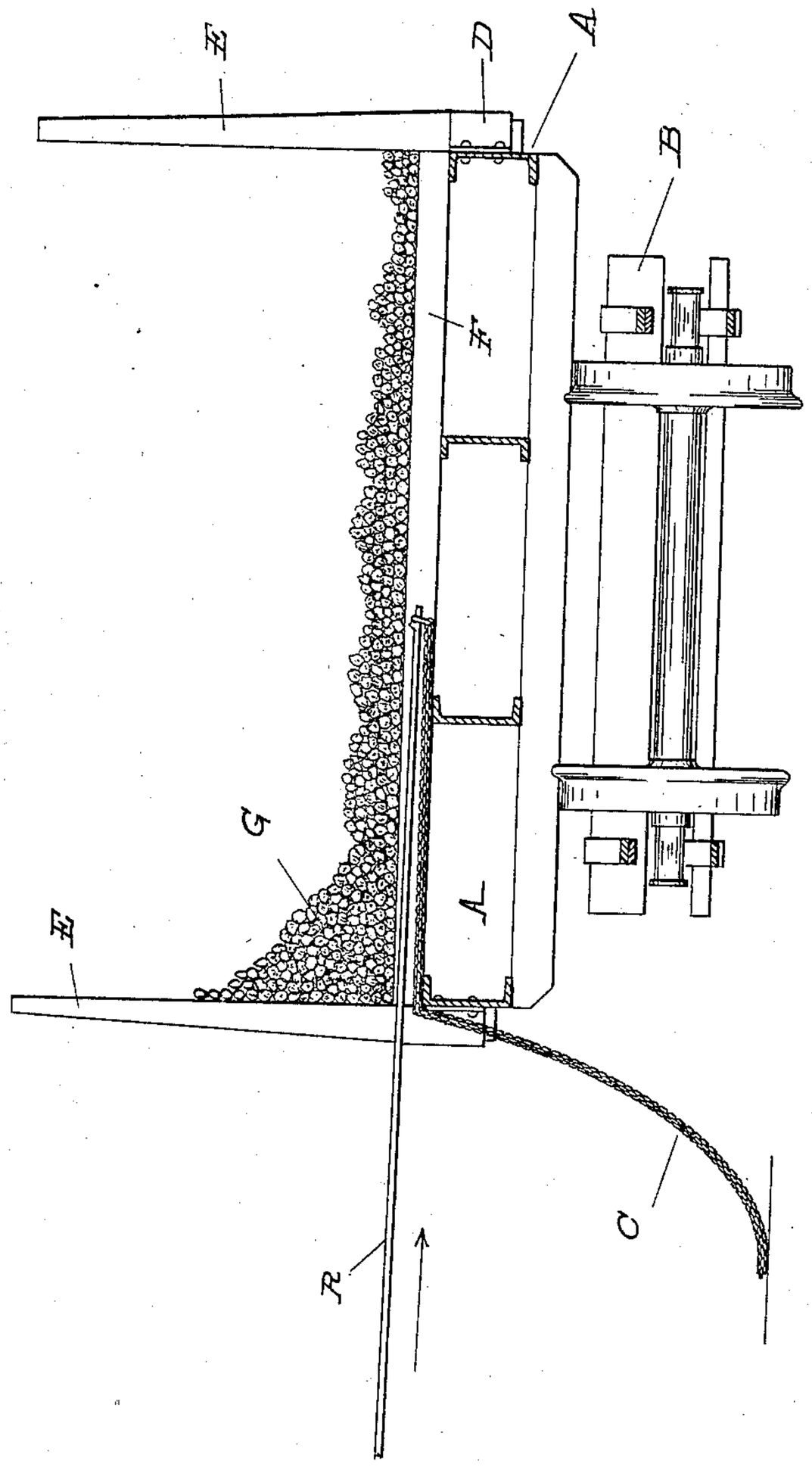
H. J. KIELY.

FLAT CAR.

(Application filed Aug. 27, 1900.)

(No Model.) 2 Sheets—Sheet 2.

Fig. 2.



WITNESSES:

Walter Abbe

L. C. Connor

INVENTOR

Humphrey J. Kiely

BY

Howson and Howson

ATTORNEYS

UNITED STATES PATENT OFFICE.

HUMPHREY J. KIELY, OF NEW YORK, N. Y., ASSIGNOR TO THE LINK-BELT ENGINEERING COMPANY, OF PHILADELPHIA, PENNSYLVANIA.

FLAT-CAR.

SPECIFICATION forming part of Letters Patent No. 661,878, dated November 13, 1900.

Application filed August 27, 1900. Serial No. 28,241. (No model.)

To all whom it may concern:

Be it known that I, HUMPHREY J. KIELY, a citizen of the United States of America, residing in the city of New York, borough of Brooklyn, county of Kings, State of New York, have invented Improvements in Flat-Cars, of which the following is a specification.

In the harvesting of sugar-cane on large plantations it is the usual practice to load the canes onto flat-cars in the fields for transportation to the crushing plant, where the canes are unloaded into the chute of the conveyer leading to the crushing-rolls. In order that these canes may be conveniently handled and quickly unloaded from the cars, chains are placed around big bundles of canes, so that at the crushing plant hoisting-tackle may be connected to the chains encircling the bundles to lift the latter out of the car and dump the canes into the chute. These bundling-chains are in the first instance laid across the floors of the cars on the field and the canes are piled on top until the car is loaded, whereupon the chains are hooked up over the canes. This practice means that on a large plantation a thousand or two thousand of these chains will be required, involving considerable outlay, and as they have to be carried backward and forward between the fields and the crushing plant many of the chains get lost and mislaid. To avoid this and to permit the use of a small supply of such chains and that at the crushing plant only, I so construct the cars that the chains can be placed around the loads of canes while on the cars. For this purpose I construct or provide the floor of the car with transverse battens so spaced as to leave large enough grooves or openings to pass chains between pairs of the battens and under the load of canes, as I will now describe.

In the accompanying drawings, Figure 1 is a longitudinal side view of sufficient of a flat-car to illustrate my invention. Fig. 2 is a transverse section on the line 2 2, Fig. 1.

The car may be of any suitable construction as to its main structure and running-gear, except that it shall be of the open-sided flat-car type suitable for the carrying of canes. In the particular form shown in the drawings the body A of the car is mounted to run upon wheeled trucks B in any suitable way, and along the sides of the flat body A are suitable sockets D D for the reception of posts E E, which may be removable. The floor of the car is in this case formed of a series of transverse battens F F—say three inches square and spaced three inches apart—so as to leave transverse grooves *f f* between the battens extending through from one side of the car to the other. The canes are piled up on this floor of the car lengthwise of the car and held in place by the posts E E. When a loaded car reaches the crushing plant, an attendant takes a long iron rod R with a hooked end and by its aid pushes a bundling-chain C, Fig. 2, through one of the transverse grooves *f f* and hooks it around the canes G. In the same way other chains are put around the loads of canes on the car at the crushing plant, and then by means of hoisting-tackle the bundles of canes are lifted off the cars and dumped into the chute.

I claim as my invention—

1. A flat-car for sugar-cane, &c., provided with side posts and having grooves in the floor of the car extending through from side to side of the car and adapted for the passage of bundling-chains under the loaded canes, substantially as described.

2. A flat-car for sugar-cane, &c., provided with side posts and having a floor formed of transverse battens spaced to leave grooves extending through from side to side of the car for the passage of bundling-chains under the loaded canes, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HUMPHREY J. KIELY.

Witnesses:
SARAH CARSON CONNOR,
HUBERT HOWSON.